

Land Use:

- 1) The residential population in Portland will continue to increase in the coming years. How can the city expand its residential population while ensuring that there are housing opportunities for all income levels?***

I believe strongly in remaining firm on our urban growth boundary. To accommodate the additional 300,000 people who will move to Portland in the coming decades we must increase Portland's density. To accomplish this we must build primarily along our primary mass-transit arteries such as Interstate Ave. This approach makes sense as we continue to work to reduce our city's carbon footprint and in light of the fact that our highways and roads will not be able to accommodate the proportionate increase in vehicles.

As a future City Commissioner I will work diligently to ensure, even as we accommodate new Portlanders, there are housing opportunities for all income levels. To do so I will: 1) hold PDC to its required 30% budgetary commitment to affordable housing; 2) work with my fellow Commissioners to grow our general fund support for workforce development supports such as BHCD's Economic Opportunities program that helps lower-income Portlanders develop the skills to acquire jobs that help support their housing needs; 3) work collaboratively with the many results-oriented non-profits that provide housing, social services support and economic opportunities assistance through the BHCD/City's grants; 4) encourage the legislature to pass a real estate transfer tax that will be a state-wide set-aside for public housing; and 5) support home ownership and assistance programs that, in particular, work to close the home ownership gap.

- 2) The need to encourage increased employment and business vitality in the city will be critical to supporting Portland's expanding population. How do you propose to support business development in the city without sacrificing neighborhood livability and critical residential amenities such as open space?***

Good jobs that pay living wages and provide benefits are essential to Portland's livability. As we grow in size we must ensure we're growing our economy as well. More than 90% of Portland's businesses are, by definition, small in size. Fundamentally this means our efforts to increase our number of good jobs must be targeted to this group of businesses.

There are still areas of our city that can accommodate a significant increase in the number of businesses. Certainly there are areas within the eastern portions of our city that are ripe for business growth as well as areas within the city's core such as the Central Eastside.

I also believe there are unique opportunities to develop mixed-use schools throughout our neighborhoods in ways that would support business growth. As we consider redeveloping our schools I believe we should simultaneously consider putting small businesses, that are mostly low-traffic enterprises such as

accountants, acupuncturists, artists or small non-profits, on a singular floor above the school. Not only would this support our needs for additional commercial space, it would both create a sustainable income stream for our schools and give our kids an opportunity to learn, directly, more about particular types of work. Although this is but one creative strategy, I cite it as an example of the degree to which we need to break out of the mold of how we think about space and land use opportunities.

Transportation:

- 1) Increased congestion in the city will affect the local economy and public health as well as contribute to global warming. How will you ensure that the people and goods will be able to move smoothly in and out of the city? How will you pay for these improvements?***

First, we must continue to encourage alternative forms of transportation including biking and walking to reduce congestion. We must also continue to encourage Max use. In part we must do this by promoting development along primary public transportation lines. More generally, however, we need to continue to foster the kind of community that values a reduced carbon footprint.

Second, we must continue to invest in our infrastructure. Although it is not a perfect solution nor one that solves all of our transportation challenges, I support Safe, Sound and Green. Ensuring our primary transportation arteries are safe and sound is critical to ensuring commerce moves fluidly. When the movement of commerce slows we experience significant negative environmental, economic and social effects.

I also believe we must address, collaboratively, the state of our bridges. The Columbia River Crossing is lynchpin in our local transportation system. I believe we should not rebuild the bridge but should instead add tolls to raise revenue and discourage single occupancy vehicles, create a lane for to be used only by HOVs and freight during rush hours, and build a second bridge to be used exclusively by the max, bikers and walkers. Funding for this project will be a mixture of federal and state funds, tolls, local dollars and some bonds.

- 2) Pedestrian and bicycle safety are chief concerns for Northeast neighbors. What initiatives do you plan to undertake to ensure that residents can safely walk and bike to work, shop and play? How will you pay for these improvements?***

I believe strongly that we need to increase the number of bike boulevards in Portland. Providing safe routes to bike and walk to work, shop and play are critical as we work to reduce our carbon footprint and enhance our city's livability. In addition, both through Safe, Sound and Green and through on-going efforts to improve the quality of our neighborhoods, I will support efforts to improve the safety of our neighborhood streets so that our kids and families and bike and walk safely. Funding for these efforts will come from the prioritized PDOT spending.

Public Safety:

- 1) *We have seen a significant spike in gang activity and youth violence, however the East precinct continues to be understaffed and funding for gang and youth intervention programs are also very low compared to historic levels. How do you plan on addressing issues of gang and youth violence in Northeast Portland? What increase in funding for the East precinct and intervention programs do you have planned?*

I plan on addressing gang and youth intervention by supporting the Police Bureau's efforts to work more collaboratively with our schools. This relationship must be a close one and yet this has not often been the case. Keeping kids in school and helping to ensure that what they're learning is both relevant and interesting is a second key strategy for addressing the spike in gang activity and youth violence. Additionally, I will review all recommendations that the Police Bureau makes and will look forward to adopting those that are the most effective and cost efficient.

- 2) *Graffiti and vandalism continue to cost local businesses thousands and thousands of dollars. What initiatives do you have planned for supporting graffiti abatement, investigation of vandalism, and the prosecution of vandals in the city?*

The City of Portland's Office of Neighborhood Involvement has developed an effective graffiti abatement program. Working with neighbors and businesses, they provide graffiti removal presentations. In addition they provide paint, cleaning supplies, training, and supervision if a neighborhood or business provides the volunteers.

In terms of prosecution, certainly we need to be vigilant about holding people accountable for their crimes of graffiti and vandalism. Chief Sizer and the Police Bureau are working hard to keep our streets and property safe and clean. When elected, I look forward to working closely with them to ensure we're doing everything we can to make sure we support our neighborhoods and businesses by reducing graffiti and vandalism, and that we're holding people accountable for their actions.

Neighborhood Associations:

- What role will Neighborhood Associations play in your policy development and policy making decisions? What specific initiatives do you have planned to ensure that neighborhood concerns are not ignored by council?*

As a former neighborhood chair I understand, and value greatly, the role neighborhood associations play in our city. Often they are the primary way citizens interact with our city's government. Because the neighborhood associations represent a neighborhood's citizens, they serve as a critical link between city hall decisions and

John Branam's Responses to Candidate Forum Questions

Page 4 of 4

the day-to-day lives of Portlanders. For these reasons and because I believe it is the smart thing to do, I look forward to making sure neighborhood associations' opinions are *always* considered as important conversations are held about neighborhood developments. Too often in the past neighbors have been kept "out of the loop," and I look forward to working to make sure this doesn't happen in the future.